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60, Des Voeux Road, CENTRAL.

## BIRTHS

COCKIN.—On August 21, 1921, at Finchley, North London, Mrs. Joseph Cockin of a son.

LANE.—On August 13, 1921, at Tientsin, to Mr. and Mrs. R. W. Lane, a daughter.

## DEATH

JENNER.—On August 22, 1921, at Shanghai, Eli William Jenner, of Kent, England, aged 28 years.

## The China Mail

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, MONDAY, AUGUST 29, 1921.

## A GREEN FACT WITH A BLUE TAIL.

Great excitement in a Hongkong home yesterday morning. Almost everyone went to the verandah. Into the tree in front of it had flown a fact, which perched there, a visible, obvious, undeniable fact, a fact with a red beak, a long blue tail, and green plumage. John Willie, by courtesy a Dumb Animal, made the first announcement, easily intelligible to those who understand his dialect. Perhaps he had some ancestral memory of bigger, raptorial birds, for alarm was the note of his first utterance. As nothing alarming ensued, he changed to a lively curiosity, and after that came into his eyes that watchful look which means, when his luck is at home, a seizure and a tearing to pieces. But there were also observations on the fact that were intelligible to anyone without interpretation. It is necessary, if we are to get the significance of the fact, that we should review them one by one. This Xenophon, of the soft heart, guessed it must be very happy now. The Average Whisker One remarked, what scarcely

seemed necessary, that "someone must have lost it," and wondered "what they paid for it." Here, you may note, was the sense of property well developed. The fact was a piece of capital out of control. "It will probably not find food enough," said another. "Or if it does, the change of diet will sicken it and it will die." There, as is surely evident, spoke Science, betraying its bent, toward pessimism. "But Xenophon is right. Freedom means much," remarked the Sentimentalist, lacking the logic to perceive that freedom at the price of illness and of death may be a game not worth the candle. Ingenious Puer ran and got a banana, and laid it in the sight of the bird, hoping the parrot would come down and be caught. Here was Acquisitiveness, and the True Spirit of Investment, for the banana was Capital, and the escaped parrot was a possible dividend or bonus, although of this boy, a man from the North remarked that he was "tebbie fond of out 'at's wick." Why do boys, and men of boyish temperament, so assiduously collect animal pets? What is the instinct behind the impulse? Herrick the poet says they are

But toys to give the heart some ease  
Where care  
Ne'er is, slight things do lightly please.

It is a little ambiguous. The heart devoid of care needs no easing. Nor even pleasing. Whatever the poet intended, we may feel fairly sure that to the boy collector of a vivarium these are not "slight things," and that some more powerful instinct is behind it than "boredom's love of toys."

But our fact is still under comment. From Age, anxious to lump from long habituation, after considering the fact in the tree, and the various ways in which the others had applied of the soft heart, guessed it must be very happy now. The Average Whisker One remarked, what scarcely

is not true, and you know it. Everybody knows it who has studied Nature. If a parrot has no immortal soul, God Himself cannot compensate it for its undeserved sufferings here. When one sparrow falls, it is where it falls, no one helping it. As originally uttered, the saying may have been true enough, intended only to illustrate the idea of omniscience, but you and people like you have forced into it an implication of omniscience and personal intervention it does not carry. "Pense," said Xenophon, whose unkindness of tone or atmosphere always makes uncomfortable and the horrors of theology were averted. The fact preened itself, and whetted its beak on the bark. "I wonder if it can talk," said the Average, who also wonders if telepathy is "a sort of wireless," and considers he is taking an intelligent interest in geology when he says he is keen on "strata and all that." It might be amusing to ascertain what the word strata means to him. However, Enough has been said to show that a fact is an augury, which always requires interpretation. Suetonius (per Bohm) tells how when Caesar Augustus offered sacrifice, "the livers of all the victims were folded inward in the lower part." This may easily have been a fact, but without an accomplished Augur a fact is as meaningless as a tightly corked bottle without a corkscrew. This fact observed in the chicken livers of Caesar "was regarded by those present who had skill in things of that nature," as an indubitable prognostic of great and wonderful fortune. So we see that "skill in things of that nature" is required along with the fact. This fact in our tree, preening itself, was both skillfully and unskillfully observed, but not one of the observers regarded it as the indubitable prognostic it may well have been.

## LOCAL AND GENERAL.

One case of paratyphoid fever, Chinese, was reported on Friday.

To-morrow morning Messrs. Lammer Bros. will auction 67 cases of matches.

Messrs. Moutrie advertise that they have received large stocks of new Victrola records.

A Chinese died from enteric fever on Saturday, the only case of notifiable disease reported.

A Hankow compradore has absconded. It is reported that the losses involved amount to Tls. 50,000.

The merits of the single or double terai hat are enumerated in Messrs. Lane, Crawford, and Co.'s new advertisement.

Nanking is said to have suffered greatly from the recent storm. In several streets the water rose to a height of over a foot.

Messrs. Hughes and Hough's auctions to-morrow afternoon include the sale of a quantity of household furniture and a consignment of white goods.

As a result of a meeting in the Canton police headquarters on Friday between members of the "carriers" and masons' guild and their employers, the strike was finally called off.

Thought to be a dangerous character, a Chinese was arrested yesterday on the second floor of No. 211, Des Voeux Road West. In the course of an opium raid, excise officers searched his cubicle and discovered one revolver, several rounds of ammunition, a knuckle duster, and two bottles of morphine. He will appear before a Magistrate in due course.

A Chinese who recently arrived from America was yesterday arrested for the unlawful possession of a quantity of revolver ammunition. He was allowed police bail in the sum of \$150. This morning when he was called before Magistrate Lindell, the police said that the defendant had returned to his home in Shekki. The ball was retained and the contraband confiscated.

Shanghai papers record the death of Mr. E. W. Jenner, formerly of the China Import and Export Lumber Co. Deceased was only twenty-eight years of age and he came out to the Far East in 1913. He was a native of Kent, England, and was unmarried, but is survived by his parents in the homeland and by a large family of brothers and sisters to whom the sincere sympathy of many friends in the Far East will be extended.

Two million yen damage was caused by a fire which broke out in the Daimaru, a large dry goods store at Kyoto, last Tuesday. The building was rapidly consumed and the fire spread to an exchange office and several brokers' offices. As the conflagration occurred in the business centre of the city, where several banks and other important business houses are situated, great excitement prevailed for a time.

## SPECIAL CABLES.

## LINERS STILL AGROUND.

## "GLAUCUS" BELIEVED SAFE.

SPECIAL CABLES FROM HONGKONG FOR "CORDILLERE."

[China Mail Special.]

SHANGHAI, August 27. The stranded liners "Cordillere" and "Glaucus" are still aground. There is no appreciable improvement in the position though hopes are still entertained that both ships will be refloated.

## LATER NEWS.

SHANGHAI, August 29. The stranded liners are still aground. The "Glaucus" on Saturday was dragged off the mud bank by four tugs tendered deep water and is now believed to be safe. The "Cordillere" is still fast and anxiety prevails as to pulling her off in high water due in four days. Special cables have been obtained from Hongkong for a big tug. The "Glaucus" and the "Henrik" are being lightened and both are expected to be safe in a few days.

## DETAILS OF THE ACCIDENTS.

As the result of terrible buffeting by the waves and the rough weather, which followed in the wake of the typhoon, two steamers are now aground on the Tungsha Spit, the treacherous mudbank, and the southern portion of the Tungsha Banks which block the entrance to the Yangtze River, says the *Shanghai Times* of August 23.

The two steamers are the s.s. "Cordillere," one of the fast mail steamers of the Messageries Maritimes, the French Line which operates between Marseilles and Shanghai, and the s.s. "Glaucus," a Blue Funnel boat, and a peculiar feature is that they both ran aground within a few hours of each other after having followed each other from Hongkong a short distance apart.

## SISTERS IN DISTRESS.

The "Cordillere" is a boat of 10,000 tons, which left Marseilles on July 12 and arrived at Hongkong on August 17. She was delayed by the storm, and when she arrived about 6 p.m. on Sunday, she ran aground on the Tungsha Spit.

The "Glaucus," a freighter of 7,600 tons, from England, closely followed the "Cordillere" from Hongkong and lay side by side with the immobile "Cordillere," her sister in distress.

A whole fleet of tugs were commissioned to haul the ships off the mud-bank, but to no avail. The Shanghai Tug and Lighter Company took the matter in hand, but after many attempts, the ships could not be moved from the mud-bank.

## THIRD STEAMER AGROUND.

Another steamer has gone aground on the Tongsha mud-banks at the entrance to the Yangtze River, and has joined the stranded "Cordillere" and the "Glaucus," which ran aground within an hour or so of each other on Sunday, says the *Shanghai Times* of August 24.

The third steamer is the s.s. "Henrik" belonging to the Kaifu Mining Administration loaded with a cargo of coal, and she got stuck in a bank in the north channel, to the south of Tungming Island. She is a boat of 3,000 tons and was only launched last Sept. to operate on the Kaifu Mining Administration's line with the north, and with a full cargo of coal she has run aground firm and deep.

The whole fleet of the Shanghai Tug and Lighter Company, besides auxiliary aid from the Blue Funnel Line's own lighters struggled and tugged at the stranded ships but their efforts were futile, nor do shipping experts judge that they will be successful until another very high tide, for the ships are well aground in the soft mud.

## "CORDILLERE" ON UNEVEN KEEL.

The "Glaucus" is considered to be in the worst plight but, in some respects, she is not as bad as the "Cordillere," for, whereas she has her nose well in the mud she lies on an even keel, while the "Cordillere," with a draft of 25 feet, sticks in the mud with a tide, which allows her only 8 feet of water and, moreover, she lies on a very uneven keel.

The Blue Funnel Line's lighters have commenced lightening the "Glaucus" and the Shanghai Tug Company devoted their energies to the "Cordillere" without success.

The passengers have been taken off and safely transported to Shanghai but the task of getting both boats off is considered temporarily hopeless and it is understood the ships are to be lightened completely and another attempt will be made when the high tide comes in about nine days time and floods the bank sufficiently to encourage another attempt.

## A PASSENGER'S EXPERIENCES.

At one o'clock the tender "Alexandra" conveyed the 34 stranded passengers from the "Cordillere" to Shanghai, under ideal weather conditions. The boat which came in at 2 p.m. was not expected to reach the Customs Jetty until several hours later.

One of the French passengers in an interview with a press representative gave a graphic account of the occurrence. "I was on deck just before midnight," he said, "when we

## SPORT.

## WATER POLO.

## TO-DAY'S MATCHES.

The following matches are scheduled to be played off in the V.R.C. bath this evening, in connection with the Hongkong Water Polo League—5.15 p.m.—R.G.A. v. Wills. 5.45 p.m.—V.R.C. v. United.

The following will represent the United in their match with the Victorians—

A. E. Simmons; W. Gerrard and J. Leonard; D. Leung, J. C. Finch, J. Rodger and E. W. Raiton.

## OTHER FIXTURES.

The other fixtures in connection with the League are as follows—

Aug. 30.—"Foxglove" v. Tamar.

Sept. 1.—United v. Victorians.

Wills v. "Tamar."

2.—"Foxglove" v. Victorians.

Lusitano v. United.

5.—Gunnors v. "Tamar."

Wills v. "Foxglove."

6.—Lusitano v. Gunnors.

United v. "Tamar."

8.—United v. Wills.

Gunnors v. "Foxglove."

9.—Wills v. Lusitano.

"Tamar" v. Victorians.

12.—"Foxglove" v. United.

Lusitano v. Gunnors.

13.—Victorians v. Wills.

United v. "Tamar."

15.—Lusitano v. "Foxglove."

Wills v. Gunnors.

16.—United v. Victorians.

"Tamar" v. "Foxglove."

19.—Victorians v. Lusitano.

Gunnors v. United.

20.—"Tamar" v. Wills.

Victorians v. "Foxglove."

22.—United v. Lusitano.

"Foxglove" v. Gunnors.

23.—"Foxglove" v. Wills.

Gunnors v. Victorians.

26.—"Tamar" v. Lusitano.

Wills v. United.

The times fixed for the matches each day are 5.15 and 5.45 respectively, unless otherwise mutually arranged.

The official referees of the League are Master Gunner May, Mr. A. H. Carroll and Mr. R. C. Witchell.

The following compose the management committee of the League—Messrs. A. H. Carroll, E. Buschardt, and R. C. Witchell (V.R.C.); Master Gunner May (R.G.A.); Q.M.S. Alderton (Wills); Lieut. C. D. Milbourne ("Foxglove"); Messrs. A. E. Simmons (United); S. Hanford ("Tamar") and J. R. Soares (Lusitano).

## FUNERAL.

## MR. A. B. EDWARDS.

The funeral of the late Mr. Archibald Bain Edwards, installation manager of the Asiatic Petroleum Company at Amoy, whose death in that city after a short illness was reported on Saturday, took place at the Protestant Cemetery, Happy Valley. The deceased, who was with the Company's local office, prior to proceeding to Amoy, recently was very popular here, and a large gathering was present at the graveside to pay the last tribute.

Much sympathy has been extended to the deceased's parents who reside in the Colony.

The Rev. J. Kirk Macdonald conducted the burial service at the graveside. In addition to the deceased's relatives, the large gathering included his old colleagues of the A.P.C., members of the District Grand Lodge of Scottish Freemasonry, the St. John's Lodge 618 E.C., and the Naval and Military Lodge 848 S.C. Many beautiful floral tributes were sent.

took on board the pilot. Just after the watching hour the ship appeared to have holed. Then there was a hardly perceptible movement to starboard, and five minutes later we began to leave over. The angle of the decks was about 20 degrees."

Asked whether the passengers were alarmed, the gentleman declared most of them were asleep in their bunks. The speed of the ship was 14 knots immediately before she went aground. Only for a very short space of time at high water were any moderately sized craft able to come alongside. To make matters worse there were a number of strong cross currents in the vicinity of the stranded ship.

## NEW AMERICAN MINISTER.

## BELIEVES OPEN DOOR POLICY WILL SAVE CHINA.

[China Mail Special.]

SHANGHAI, August 27. Dr. Schuyler, the new American Minister, was entertained at dinner last night by the American Chamber of Commerce and the American Association. Speaking on the political situation, he said that the open door policy would save China.

SHANGHAI, August 29. Mr. Schuyler, the United States Minister to China, left for Peking on Saturday.

## WHO IS GEORGE RUSSELL?

"THE GREATEST MAN IRELAND HAS PRODUCED SINCE PARNELL."

[By "Praslinus" for the China Mail.]

If you wish to gauge any person's acquaintance with the inner meaning of recent events in Ireland bring the conversation round to A.E. You know A.E., George Russell, I mean. "Oh! let me see. That's the fellow who wrote 'Collections and Recollections'?" "Heavens! No! That's an Englishman." "Oh, I know, it's that temperance M. P. fellow 'No. 10'." "T. W. Russell." "I mean A.E., the poet." "Oh, there are so many Russells—I'm afraid I don't know him. If you have a conversation of this type you may be sure that any serious consideration of the Irish Question of the last twenty years is not one of your friend's weaknesses. No account of A.E., Mr. George Russell, will be found in 'who's who.' The present writer is not prepared to apportion the blame for this—it may fall on Messrs. A. and C. Black, it may be due to that eccentric figure A.E. himself.

Mr. Robert Lynd describes him in the words of the title of this article. Sir Hamar Greenwood recently described him as 'a dangerous partisan, or words to that effect.

A.E. is known, or known of, by every Irishman for a generation at least. There is no more complex personality, nor one whose influence on Irish thought and politics is more inexplicable than that of this mystic.

Picture to yourself a lank awkward-looking figure well above medium height, with unkempt beard and long hair of reddish brown, who looks as if he had kept the Nazirite's vow from childhood; his dreamy eyes heavily bespectacled. An awkwardness in his manner and a curious stoop give somewhat the effect of recent caricatures of Mr. Balfour. Such is the epitome of Ireland's greatness, the magic figure of A.E., poet, painter, mystic, politician.

The present writer was first introduced to him about thirty years ago in the rooms of the Theosophical Society, if memory fails not, then situated in Ely Place, Dublin—a raw young stripling in his teens, supposed to be steeped in Herbert Spencer, was presented to Mr. George Russell. His look of pity when he heard that I had read the Synthetic Philosophy remains vividly with me to this day.

A.E. was deeply interested in Eastern Mysticism at that time, often attended the meetings of the Theosophical Society and, according to report, had painted some of the Mahatmas which covered the surface of the walls of the room. For the truth of the latter rumour I cannot vouch. But he was prepared to defend, in argument at all events, the truth of the Seven Principles of man—Atma, Buddhi, Manas, etc., and was imbued with curious forms of Hindu thought. He had, already, I believe, written the well-known poem—

Shadowy-petalled, like the lotus,  
loom the mountains with their  
snows.

Through the sapphire Soma rising  
such a flood of glory throws  
As when first in yellow splendour  
Brahma from the Lotus rose.

High above the darkening mounds  
where fade the fairy lights of day,  
All the tiny planet folk are waving  
us from far away.

Thrilled by Brahma's breath they  
sparkle with the magic of the gay.  
Brahma, all alone in gladness, dreams  
the joys that throng in space,  
Shepherds all the whirling splendours  
onward to their resting place.

Where at last in wondrous silence  
fads in One the starry race.

Mr. Russell has been from his earliest years a worshipper of Hindoo and Indian mystic thought. In the early nineties he was the centre, and soul of a little society, the Hermetic Society, which held its meetings in an upper room in Baggot St. There, used to meet a strange collection of young poets, Eastern mystics, litterateurs, all who were dissatisfied with the prevailing tendencies in religion, literature and social thought—a veritable Cave of Adullam for the spirits of mystic discontent.

Picture to yourself A.E. in the chair surrounded by a museum of humanity. He introduces a lady of Indian blood who from the start throws a halo of mystery over her subject "Colour and Disease." After an introduction of more word-tangibility than Meredith's *Effraim Colour*, she seems to reach terra firma for a moment as she explains that all the diseases are aberrations of the colour dynamic—fever, red-jaundice, yellow, erysipelas, purple, and so on. The cure for these diseases (if I understood the speaker aright) is something like mystic ap-  
pauement of the complementary colour, thus producing in the spirit the unity of perfection or health pure whiteness. Such is the picture of one of the early meetings which the present writer attended.

## CORRESPONDENCE.

## GOLF AT HAPPY VALLEY.

[To the Editor of the "China Mail."]

Dear Sir,—As the result of meeting a golfer who appears to be a reasonable human being, I ask you for a little space in your correspondence columns in order to take the sting out of a "paragram," you printed for me on Saturday. I had concluded that absolutely no notice had been taken of former accidents caused by misdirected golf balls in Happy Valley, or of the public complaints being made. I was thinking of these golfers as thoroughly callous and selfish devils, who had two other places to go to, and who yet perversely persisted in spoiling the one best recreation park we have for our less well-to-do masses, and for our soldiers and sailors. Consequently I said that no man who persisted in playing golf in the Happy Valley after all these warnings and accidents could be a gentleman. Now I learn that some golfers have ceased to play there, in consequence, so that even by my own severe standards it is proved that golfers may be gentlemen. I have since been convinced that the position was not quite so bad as I thought it. Not as regards the danger—there must always be danger where hard balls are driven hard—but as regards the selfishness and callousness. I am seriously assured that with Happy Valley closed to them there are many golfers who would be deprived of their game, as Fanning and Repulse Bay are beyond their means. That would be hard on them. I also now learn, for the first time, what I should have been told before, that the golfers did take notice of former protests, and made several alterations to the links with a view to minimising the danger. So I feel it wouldn't be fair to let them rest for another week under the stigma I imposed on Saturday, and I ask you to permit this modification of my views now.

Next Saturday I propose to deal with the work of the Recreation Committee generally, and will try to suggest that as these Servant courts have been proved to be unsafe where they are, they be moved to the Polo Ground, and that the four or five Polo players who monopolize that piece of land be asked to find accommodation elsewhere. It is too much land for so few players, and anyway, they don't play Polo well enough to deserve it.

Yours sincerely,

"ADVERSARIUS."

Mr. Russell is also a great painter. But this facet of his many-sidedness is also subordinated, like his poetry, to his mystic creed. For three decades he has given exhibitions of his paintings in Dublin, in a manner which no other Irish painter can equal. He appeals to that unplumbed mystery of symbolism which form such fundamental elements in the Irish character.

A.E. is not really a politician. He only got dragged into the vortex of politics when he took over the management of the co-operative creameries for Sir Horace Plunkett. In those days nobody could think of him as a practical man, but with his henchman, Mr. Norman, a colleague in spirit and mystic lore, he has made the co-operative movement the greatest force in Irish unity and national politics. In the *Irish Homestead* the organ of the movement, Ireland has "the only agricultural journal in the world" which non-agricultural citizens can "read not merely without boredom but with delight."

Mr. Russell's whole attitude to the English Rule in Ireland may be summed up in one of his own sentences—

"The effect of the policy of our present public men is to turn the Irish into a race of Economic babies, with their lips for ever nuzzling at the nipples of the State."

But through all the stress and storm of the last thirty years the Ireland of his dreams has been the real Ireland to him—the goal of all his labours.

We hold the Ireland in the heart  
More than the land our eyes have seen.  
And love the goal for which we start.  
More than the tale of what has been.

The generations as they rise  
May live the life men lived before.  
Still hold the thought once held  
as wise.

Go in and out by the same door  
We leave the easy peace it brings  
The few we are shall still unite  
In fealty to unseen kings.

Of unimaginable light  
We would no Irish sign efface  
But yet our lips would gladly hail  
The first born of the Coming Race.

The first born of the Coming Race  
Than the last splendour of the Gael.  
No blazoned banner we will raise  
One charge alone we give to youth.

Against the accepted myth to hold  
The golden legacy of truth.







## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. TROT, COOK & SON, Booking Agents, Hongkong.

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Passengers' Logbooks can be insured at the office of the Agents.

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Regular Passenger and Cargo Service to  
SAILING FROM COLOMBO TO  
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ALASKA MARU.....Thursday, 8th Sept.

BUENOS AIRES—Riade Janeiro, Santos, Durban & Cape Town via Singapore.

SEATTLE MARU.....Friday, 11th Oct.

BOMBAY & COCHIN—Regular fortnightly service via SINGAPORE.

PERUNG MARU.....Saturday, 10th Sept.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

BUSHO MARU.....Thursday, 1st Sept.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Yokohama.

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HAWAII MARU.....Thursday, 1st Sept.

NEW YORK via PANAMA.

AMUR MARU.....Wednesday, 14th Sept.

NEW ORLEANS via SUEZ.

HAMBURG MARU.....Saturday, 3rd Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

CHOSSEN MARU (Kobe direct).....Thursday, 1st Sept.

BURMA MARU.....Monday, 2nd October.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY.

SORHU MARU.....Thursday, 9th September.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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"VICTORIA".....29th August.

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Agents, 115, Cross Street, Singapore.

Telephone No. 2207.

## SHIPPING

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FOR SWATOW AND RANGKOK.....To-morrow 10 a.m.

WHEIWEI, CHEFOO, NEWCHANG.....To-morrow Noon.

SHANGHAI.....Aug. 31, at 9 a.m.

HOIHOW, PAHOI & HAIPHONG.....Aug. 31, at 10 a.m.

SWATOW AND SINGAPORE.....Aug. 31, at 10 a.m.

SHANGHAI.....Sept. 1, at Noon.

SHANGHAI & TSINGTAO.....Sept. 3, at 4 p.m.

SHANGHAI.....Sept. 6, at 10 a.m.

SHANGHAI.....Sept. 8, at Noon.

SHANGHAI AND TSINGTAO.....Sept. 10, at 4 p.m.

SHANGHAI LINE—PASSENGER, MAIL and CARGO. Excellent

steamer accommodation, electric fans in Saloon and State

rooms. Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

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Calling Shanghai, Kobe, Yokohama.

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Leave Hongkong. Arrive Seattle.

S.S. "KEYSTONE STATE".....Sept. 10th.....Sept. 30th.

For HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE".....Oct. 2nd.

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For TRIESTE & HAMBURG.

S.S. "CROOK".....Sept. 12th.

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Through Bills of Lading issued to Overland common points Passenger and

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S.S. "SCHODACK".....Sept. 15th.

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## THE ADMIRAL LINE.

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PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

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CADARETTA.....15th Sept.

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OPERATED FOR ACCOUNT OF U.S. BOARD.

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QUEEN'S BUILDING, 100, HONG KONG ST.

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(The South Sea Mail S.S. Co., Ltd.)

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Sailings subject to alteration.

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Ports of call: Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "BORNEO MARU".....Sailing on 11th Sept.

FOR JAPAN.

Ports of call: Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU".....Sailing on 15th Sept.

All steamers have excellent passenger accommodations and are fitted

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E. Asia Sept. 15 Oct. 3 E. France Oct. 18 Oct. 23

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 23

E. Russia Oct. 13 Oct. 31 Victoriana Nov. 11 Nov. 20

Monteagle Oct. 26 Nov. 18 E. Britain Nov. 18 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through

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Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

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INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNCOMPROMISED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept. 18th Oct. 22nd Nov. 3rd.

HONGKONG to SINGAPORE

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Aug. 31st at 10 a.m. Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

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REGULAR SERVICE OF Fast, High Class Coast Steamers having good

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SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTING CAPTAIN LEAVING

HAIPHONG.....Capt. W. C. Pashmore.....TUESDAY, 27th Aug., at 2 p.m.

HAIPHONG.....Capt. A. H. Stewart.....WEDNESDAY, 2nd Sept., at 2 p.m.

HAIPHONG.....Capt. W. Cooper.....TUESDAY, 6th Sept., at 2 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Bala Pier).

For FREIGHT and PASSAGE apply to:-

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JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON, ROTTERDAM AND.....at 5.15 PM, 24th Sept.

HONGKONG.....at 5.15 PM, 24th Sept.

LONDON, ROTTERDAM AND.....at 5.15 PM, 24th Sept.

HONGKONG.....at 5.15 PM, 24th Sept.

Subject to change with notice.

THE BANK LINE, LTD.

General Agents.

## EARLIER TELEGRAMS.

(Baker's Service to China Mail.)

## FENTON TEXTILE ASSOCIATION.

LONDON, August 27th.

A Receiver has been obtained in the

case of the Fenton Textile Association,

which had an issued capital exceeding a

million sterling, chiefly held by the chair-

man, Mr. Henry Fenton, and, also,

£20,000 5-year Debentures. The Notes

were offered to the public at 45 per cent.



3H PP N9

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

INNSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Bombay (about)	Destination
KASHMIR	9,500	6th Sept.	MARSHALL, LONDON & A'way
DUWARA	5,400	14th Sept.	Singapore, Colombo & Bombay
KHYBER	5,400	14th Sept.	MARSHALL, LONDON & A'way
SHIVA	5,400	14th Sept.	MARSHALL, LONDON & A'way

BRITISH INDIA-APCAR SAILINGS (South)

STERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Bombay (about)	Destination
ASTERN	4,000	22nd Sept.	Manila, Thursday, Island
RAJURA	6,000	14th Sept.	Taiwan, Sydney, Melbourne

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Bombay (about)	Destination
APPORE	5,400	25th Aug.	Shanghai and Kobe
DUWARA	5,400	1st Sept.	Shanghai
ASTERN	4,000	3rd Sept.	Yokohama direct
AKADA	7,000	9th Sept.	Japan via Shanghai

**SPECIAL STEAMER.**  
The P. & O. S. "EGYPT" is expected to leave Hongkong on or about the  
January, 1922, taking passengers and cargo for MARSEILLES and LONDON  
at Bombay.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

At Saleon passengers may travel by B.I.S.N. Company's steamers between  
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All Cabin fares fitted with Electric Fans free of charge.  
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For Further Information, Passage Fares, Freight, etc., apply to—  
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Also Shipchandlery Articles.  
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**ATTLE & VICTORIA OR VANCOUVER** via Manila,  
Keelung, Shanghai & Japan ports.  
on to Cleveland 10 ports U.S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.

STEAMER	From	Expected	Will leave	For
ATOKI MARU	Friday	9th Sept. at 11 a.m.		
ASHI-A MARU (Owari, Manila)	Tuesday	4th Oct. at 11 a.m.		
AWA MARU (Nagasaki direct)	Saturday	25th Oct. at 11 a.m.		

**ADON & ANTWERP** via Singapore, Malacca, Penang  
Colombo, Suez, Port Said & Marseilles.

STEAMER	From	Expected	Will leave	For
ADO MARU	Friday	2nd Sept. at 11 a.m.		
ATANO MARU	Friday	18th Sept. at 11 a.m.		

**BURG, LONDON & ROTTERDAM.**

**ERPOOL, GLASGOW & MARSEILLES.**

**REON MARU** ... Monday, 3rd October.  
**NEY & MELBOURNE** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

STEAMER	From	Expected	Will leave	For
UNGO MARU	Monday	20th Sept. at 11 a.m.		
KUO MARU	Tuesday	20th Sept. at 11 a.m.		

**YORK via PANAMA.**

STEAMER	From	Expected	Will leave	For
AKOKA MARU (via Suez)	Monday	20th August.		
AKAR MARU (via Panama)	Sunday	18th September.		

**TH AMERICAN PORTS** via Cape.

STEAMER	From	Expected	Will leave	For
WAGAWA MARU	Monday	19th September.		
WACHI MARU	Middle of November.			

**BAY & COLOMBO** via Singapore and Penang.

STEAMER	From	Expected	Will leave	For
MEBA MARU	Monday	6th Sept.		
OUTTA & RANGOON	via Singapore & Penang.			

**BOSSI MARU** ... Tuesday, 20th August.  
**IGATO MARU** ... Monday, 12th Sept.

**AN PORTS**—Nagasaki, Kobe & Yokohama.  
**KO MARU** ... Friday, 16th Sept. at 11 a.m.  
**SHAL, KOBE & YOKOHAMA.**  
**MO MARU** ... Thursday, 1st Sept. at 11 a.m.  
**STEN MARU** ... Tuesday, 6th Sept.

For further information apply to—  
**NIPPON YUSEN KAISHA**  
K. KAMEI, Manager.  
Telephone No. 232.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### IRISH ORIGIN.

LONDON, August 20th.

Mr. Lloyd George has replied emphasising the Government's profound disappointment at Mr. de Valera's letter of August 18th. The Premier says that the Government proposals went to the limit of their powers with a view to reconciling British and Irish interests. They have been approved as liberal by the whole of the civilised world, even in quarters sympathetic to the extreme Irish claims. Mr. de Valera's letter, Mr. Lloyd George says, does not recognise this, and further negotiations will be futile unless definite progress is made towards the acceptance of the basis.

The reply again emphasises the fact that the fullest liberty was offered to Ireland, which even States in America do not enjoy. They fulfil Mr. de Valera's wish as regards government by the consent of the governed, but Mr. de Valera is additionally now claiming what was previously disowned by famous Irish leaders from Grattan to Redmond.

Mr. Lloyd George declares that the physical and historical inter-dependence of Ireland and Great Britain makes complete political and economic separation impossible, and that the continuance of the present course must lead to a rupture of the tie. The Government is prepared to give ample time to secure peace, but it cannot prolong a mere exchange of Notes. It is essential that some definite and immediate progress should be made towards the basis upon which further negotiations can usefully proceed.

Mr. Lloyd George concludes: "Your letter unfortunately shows no such progress. In this, and my previous letters, I set forth considerations which must govern the attitude of the Government in any negotiations undertaken. If you are prepared to examine how far these considerations can be reconciled with the aspirations you represent, I shall be happy to meet you and your colleagues."

LONDON, August 20th.

Mr. Lloyd George, acknowledging the Freedom of Barmley, said that Great Britain had risen above all all previous and had proposed unprecedented terms to Ireland, which commended themselves to the whole civilised world. He trusted that common sense would prevail. "We cannot countenance separation," he said. "It will lead to civil war in Ireland. If Southern Ireland is to be separated with freedom and insists on separation all hope of accommodation must be abandoned."

### DAVIS CUP.

Newport, August 20th.

In the Davis Cup final of the Singles, Shimidzu defeated Hawkes by 4-6, 6-3, 6-2.

Japan, thus, won by 4 to 1 matches. Kumagata beat Anderson by 3-6, 7-5, 2-6, 6-2, Japan, thus, qualifying to meet America in the challenge round.

Kumagata displayed stoical courage in the third singles in the Davis Cup and sacrificed brilliancy to speed. Therefore, he drove back the ball continually to Anderson, depending on the latter's errors. For the points there were few brilliant spots, although volleys were protracted and the match took 2 hrs. 5 mins. Latterly the match was very monotonous. The regular returning of the ball appeared to get on Anderson's nerves. His play deteriorated, and he piled up 137 errors during the match. The game was played on a fast court.

Shimidzu displayed the same but tireless tennis which has given the Japanese his recent victories.

In the Davis Cup Doubles, Anderson and Todd (Australia) beat Kumagata and Shimidzu (Japan) by 4-6, 6-4, 8-6, 6-0. The Japanese started well. Their drives and half-volleys were crisp and well-directed. Kumagata, particularly, scored by placing. The Australians improved in the severity of their strokes in the second set, and frequently raced to the net. These tactics, with both men's speedy services, drove the Japanese to their own base-line, where they attempted to lob, but the Australians' enormous reach enabled them to make smashing returns.

The Australians took the first three games off the reel on speed alone in the third set. Then, the Japanese won four of the next five. The Australians took the ninth, and, after displaying temporary weakness, the set—8-6.

## EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

### LOSS OF RM

WASHINGTON, August 20th.

An official statement says that the United States and Great Britain will share equally the loss of RM, the former having paid in part for the airship.

The most sympathetic messages have been exchanged between His Majesty King George V. and President Harding on the subject of the RM disaster.

The State Department has accepted the British offer to repatriate the bodies of the Americans killed in the disaster on board a warship.

LONDON, August 20th.

The fore-part of RM has been raised, and one British and one American body have been recovered. There is a reluctance to employ divers, owing to the tangled wires among the wreckage and the treacherous tides.

### AUSTRALIANS AT EASTBOURNE.

LONDON, August 20th.

At Eastbourne, where the Australians met an England XI, there were 6,000 spectators present. The weather was dull, and the wicket hard and fast. MacLaren won the toss. The England eleven was composed of amateurs and went in to bat.

England registered 43 runs in a 73 minutes' innings. McDonald took 5 wickets for 21, and Armstrong 5 for 13. This is the lowest total in the tour.

The Australians made 174. Bardsley contributed 70 in a chances' innings of two hours' duration (including 6 fours). Falcon took 8 wickets for 67.

The Englishmen had made 8 for the loss of one wicket, when stumps were drawn.

### AEROPLANE DISASTER.

BORTHOLME, August 20th.

The wreckage of a missing London-Brussels aeroplane has been picked up between Calais and Gravelines, three miles at sea.

The aeroplane evidently caught fire. Boats and submarines are searching for survivors.

LATER.

It is believed that the lost aeroplane is the Gullitt carrying goods and mail. The pilot is missing. There were no passengers.

### AMERICAN-GERMAN TREATY.

PARIS, August 20th.

The newspapers generally criticise the American-German Treaty, pointing out that France started with a world alliance and has ended in a quasi isolation.

One of the papers says that the Americans have taken all the butter in the Versailles Treaty and rejected the bread on which it was spread.

WASHINGTON, August 20th.

High official quarters intimate that the withdrawal of the Americans from the Rhine will be seriously considered when the Senate and the Reichstag ratify the German-American Peace Treaty.

### MT. EVEREST EXPEDITION.

SIMLA, August 20th.

Operations of the Mount Everest Expedition, northwards and westwards, have been completed without disclosing a route to the summit. Slight hopes of success are entertained in respect of the north-east flank, when the monsoon abates.

The headquarters have been moved to Kharta, on the Arun river, twenty miles east of Mt. Everest, where remaining efforts will be concentrated. Ten thousand square miles have been surveyed.

### PERMANENT UNDER-SECRETARY FOR COLOMIES.

LONDON, August 20th.

Sir Masterton Smith has been appointed Permanent Under-Secretary of State for the Colonies in succession to Sir George Fiddes.

### WASHINGTON CONFERENCE.

ROME, August 20th.

The Premier, Signor Bonomi, is attending the Washington Disarmament Conference.

## U.S. SHIPPING FIASCO.

LOSS OF \$800,000,000.

### "COLOSSAL COMMERCIAL WRECK."

In a speech Mr. Lasker, chairman of the United States Shipping Board, announced that the losses on its fleet totalled \$800,000,000. He said the new Board received this "colossal commercial wreck" from the past Administration, which had neglected the chance of selling the vessels at a profit running into millions. He said the Board's chief liability was the wooden fleet, which would be sold, scrapped, or sunk before Oct. 1. Next in importance came the great Atlantic liner "Leviathan," formerly Germany's "Vaterland," which had been laid up for two years at a cost of \$10,000,000. Whether the "Leviathan" was to be sold or reconditioned at a cost ranging from \$2,000,000 to \$3,000,000 and put into service the Board would decide within a month.

Mr. Lasker delivered his speech from the bridge of the "Leviathan" after a complete inspection of the vessel, regarding which he expressed satisfaction because the engines were found to be in good condition, and the liner, according to the engineers, could put to sea to-day. My information is that there is a majority on the Shipping Board favouring the reconditioning of the "Leviathan" and the installation of oil-burning furnaces and the placing of the great vessel in the Atlantic service some time in 1923. As to the scrapping of the wooden vessels, there is an alternative plan not yet considered—to moor them off populated towns in harbours, rivers, and other sheltered places, where they would provide admirable floating boarding houses, and help to relieve the housing congestion. Mr. Lasker concluded his speech by emphasising the vast work undertaken by him, and advising Americans not to expect results for another year.

### ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your bag, because when you go on a journey, change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

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COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF  
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Operating for Eastern service for account of the  
UNITED STATES SHIPPING BOARD.  
To LOS ANGELES & SAN FRANCISCO  
(Via SHANGHAI, JAPAN & HONOLULU).  
"West Java" ... 3d September.  
To SINGAPORE & JAVA.  
"West Calcutta" ... 14th September.  
To VANCOUVER AND SPATTLE  
(Via SHANGHAI & JAP. N.).  
"West Canada" ... 24th September.  
Also, cargo accepted for Transshipment at San Francisco  
and/or Seattle to weekly sailings for  
NEW ORLEANS, SAV. N. H. (FOLK),  
BALTIMORE, PHILADELPHIA,  
NEW YORK, BOSTON.  
Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.  
HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3028.

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HONGKONG TO SAN FRANCISCO.  
Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	12,000	Sept. 9th.
KOREA MARU	10,000	Sept. 18th.
SHINYO MARU	10,000	Oct. 2nd.
PERSEA MARU	9,000	Oct. 15th at 10.30 a.m.
TAIYO MARU	12,000	Oct. 20th.
FIBERIA MARU	10,000	Nov. 15th.

\*Calling at Keelung.  
† Calling at Dairen and omitting call at Shanghai.

**SOUTH AMERICAN LINE.**  
HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO  
SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.  
THENCE BY TRANS-ANDREAS ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	18,600	Sept. 2nd.
ANYO MARU	18,700	Sept. 25th.

For full information regarding passengers, freight and sailings, apply to—  
Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 2374 & 2375.  
Agents at Canton: Messrs. T. K. GRIFFITH LTD.

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(United Netherlands Navigation Company.)

**HOLLAND-OOST AZIE LIJN**  
(Holland East Asia Line.)

(Members of the Straits, China & Japan Conference.)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, ANILA  
AND  
AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers	Loading	For	Sailing
BAI JIA	September	Amsterdam & Hamburg	4th Sept.
TJIMANORE	October	Rotterdam & Hamburg	3rd Oct.

For full particulars please apply to:—

**JAVA CHINA JAPAN LYN.**  
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### THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two slipways and can accommodate any craft  
of 300 feet long.  
TOWN OFFICE: 64, CANTONMENT ROAD CENTRAL, HONGKONG. Telephone No. 446.  
SHIPYARD: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 9.  
Estimates furnished on application.  
Hongkong, April 2, 1912.

## SHIPPING.

### JAVA-PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN

Steamer	From	Expected	Will leave	For
"SIMALOER"	Java	31st Aug.	8th Sept.	SAN FRANCISCO direct.

The steamers are all fitted throughout with electric light and have  
accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon.  
Cargo taken on through Bills of Lading to all Overland Points to the  
United States of America and Canada.  
For Particulars of Freight and Passage apply to the

**JAVA-CHINA-JAPAN LIJN**  
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COOK'S "FAR EASTERN TRAVELLER'S GAZETTE," containing  
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## SHIPPING.

MERCHANT SHIPBUILDING.  
INTERESTING FIGURES.

The condition of the shipbuilding industry as revealed by the returns just issued by Lloyd's Register for the June quarter is very similar to that existing when the figures for the March quarter were issued. The tonnage in hand, 3,530,047, is still very high, although it is 268,000 tons less than at the end of the March quarter, and 48,000 tons less than was building at this time last year; but the figure given by no means represents the work actually in progress. Work has, in fact, been entirely suspended on 735,000 tons of shipping, nominally under construction, and the completion of a further 444,000 tons has been postponed, mainly on account of the joiners' strike and the coal dispute. Subtracting these two totals from the figure given above leaves 2,351,047 tons actually building, and this compares very unfavourably with the figure of 3,578,153 tons in hand at the end of the June quarter of last year.

Of even greater significance, with respect to the immediate future of the industry, is the fact that only 23 vessels, with a total tonnage of 69,328, have been commenced during the quarter, this tonnage being less than 2 per cent. of that in hand at the beginning of the quarter. The tonnage commenced, it may be added, has progressively diminished since the September quarter of last year, during which quarter 170 vessels making 593,821 tons, were put in hand, while the corresponding figures for the December and March quarters were 505,353 tons (148 vessels) and 392,877 tons (99 vessels) respectively. The tonnage of vessels launched has also diminished, although the drop for the June quarter is not so marked as in the case of the tonnage commenced. In the June quarter 100 vessels, making 321,690 tons, were launched, as compared with 131 vessels, making 433,607 tons, in the March quarter, and 176 vessels, making 579,933 tons, in the December quarter.

The tonnage of 3,530,047, which is now under construction with the reservations explained above, is comprised in 789 vessels, of which 715, with an aggregate tonnage of 3,284,912, are steamers. Of the remainder, 57, totalling 241,035 tons, are motor vessels, while the other 17, which make only 4,132 tons, are sailing ships. Of the steamers building, 63 are of 10,000 tons or over, 6 coming between 10,000 tons and 12,000 tons, 27 between 12,000 tons and 15,000 tons, 24 between 15,000 tons and 20,000 tons, and 5 between 20,000 tons and 25,000 tons, while 1 is of over 25,000 tons. It may also be of interest to mention that 89 steamers and motor vessels, of 1,000 tons and over, are being built in British for the carriage of oil in bulk. These vessels have an aggregate tonnage of 585,980, which represents about 16 per cent. of the total tonnage building in the United Kingdom. A large number of vessels are also being built for foreign owners, the number being 202 and the tonnage 978,752, or nearly 28 per cent. of the total. Our principal customers are France, Norway and Holland, for which countries the tonnages under construction are 253,883, 201,663 and 189,916, respectively.—*Engineering.*

## GENERAL NOTES.

The P. and O. "Nagpur" put into Colombo Harbour on August 9 with a rather serious fire in her bunkers. She was going from Bombay to Calcutta via Madras, and had no intention of calling at Colombo en route, but in consequence of the fire was compelled to make for this port. It is stated that the fire is due to internal combustion. The "Nagpur" is a small vessel and has been in the service of the Company for quite a long time.

## TEETHING CHILDREN.

Teething children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

## HOME TRADE.

MANCHESTER WEEKLY  
MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, reported, as follows on Wednesday, July 20:

The tone of the American Cotton markets has been unsettled but although there has been a good deal of pressure to sell and prices have fluctuated rapidly, the net result is a moderate advance all round. Liverpool, on the other hand, has again been fairly steady, and there has been a continuance of the good demand for actual cotton. The tendency has been for this to increase further and on the 14th inst. the total sales reached 20,000 bales. Of that amount 10,000 bales were West African for export and it is notable that this variety has been in particularly good request. Both spinners and merchants have participated in the comparatively free purchasing of spot which has again strengthened the market and advanced quotations. In the yarn and cloth sections there has been little development of actual business, although there is still a moderate enquiry about. The partial revival of demand has however already had a good effect on our market; many spinners and manufacturers have not yet benefited, but the basis of prices has been improved and rates are steady and distinctly higher than they have been. Fancies have been in better demand recently and some makers are fully engaged for various styles up to the end of the year. This has not been without effect on five yarns which have been advanced considerably. Report from China state that the situation continues to improve steadily, but transactions have been infrequent. India has been quieter but in addition to whites, prints are in increasing request for most markets, in most cases shipment for these goods is much more distant than buyers require. Bangon is showing more inclination to buy and moderate lines have been placed. Java has recently bought important lines of fancies and Singapore and Egypt have also purchased these. The more hopeful feeling in the manufacturing centres is shown by the decision of the Egyptian section of the Master Cotton Spinners' Association to end the four day week restriction at once, and resort to full time again. The American section has decided to extend the working week from 21 to 35 hours for a fortnight when the matter will be reconsidered.

We are glad to note the prospect of a revival of China's foreign trade, after a long period of depression, says the *L. & C. Express* just to hand. Inquiries from China during the past month have been followed by the placing of some orders, but the coal strike provided an element of uncertainty that militated against trade. With the strike over and brighter prospects in Great Britain, it is hoped that orders will come in from the East in larger volume. H.M. Commercial Counsellor at Shanghai, writing by mail, reported that, while trade depression continued owing to the disturbed political situation and the stagnation in the export trade, the latter was reviving slightly on inquiries for China produce from America and Europe (especially Germany), thereby influencing favourably the import trade. Prospects generally were brighter, though disturbances in South and Central China hindered buying by interior markets. Mr. Fox adds that there is a steady demand for machinery of all kinds, and especially for textile, electrical, and railway machinery and materials. American competition is very keen in all branches of the engineering trade. Germany is beginning to offer cheap goods. British firms are seriously handicapped by high prices and the inability of United Kingdom manufacturers to guarantee shipment. Much business is being lost on this account, as British merchant houses are forced to offer foreign goods to maintain connections and to carry out contracts.

## WIRELESS IN CHINA.

## BRITISH INTERESTS.

## PUTNAM WEALE'S STATEMENT.

Mr. B. Lenox Simpson writes to the *Daily Telegraph*:

My attention has been drawn to a statement made by the Postmaster-General in the House of Commons regarding wireless telegraphy in China and the present position of agreements between various Powers. Inasmuch as this subject is very important to British interests, I would like to correct what I consider is a misstatement regarding present agreements. The Postmaster-General, in a written reply, said, in answer to Mr. Hurd, M.P., that no such agreement as was mentioned by the member had been entered into between the Chinese Government and an American Corporation. The real facts are diametrically opposed to this declaration. The Federal Telegraph Company of America signed six months ago with the Chinese Government an agreement calling for the erection of a maximum station at Shanghai and permitting the additional installation of three or four other stations at strategic points throughout China. The details concerning the maximum station at Shanghai have already been published in the American Press. The *New York Times*, on Mar. 15, declared that the Shanghai station would be larger than any now in existence. The new station will have six masts, each 1,000 ft. high, whereas those at Bordeaux are only 320 ft. in height. The *Klondike* capacity has not yet been revealed, but I have been informed that it will be 1,500 units, and that the Federal Telegraph Company is confident that it can install more powerful plant than any now used in the world. It is important to note that this corporation is an erecting company which has carried out most of the Washington Navy Department contracts, and is a thoroughly competent organisation.

A recent declaration made by the Washington correspondent of the *Times* leaves no doubt that the United States Government sets great store on the erection of this station, which is to be completed long before the end of next year. A three-penny wireless press rate has been agreed upon between the United States and China, and therefore it is reasonable to suppose that American Press agencies will both send and receive a great quantity of information by this means in the near future.

Regarding what the Postmaster-General says about receiving stations in China, I beg to state that at the present moment there are no less than four stations that can receive from Europe. The most satisfactory one is the French Koukacha station in Shanghai which throughout the latter part of the war received daily from Lyons. In Peking during the Peace Conference the American wireless installation belonging to the American Marine Corps received voluminous reports from France running to several thousand words a day, which were transmitted by the American Committee on Public Information ("compub"), and produced a great impression on the public mind in China. In addition, there is in Peking the Temple of Heaven receiving station, and also a very large Japanese station being erected for the Navy Department. Quite recently the Marconi Company set up a temporary station outside the Peking Walls, where they received almost daily messages from the Marconi station in Cornwall. These facts should show readers, and particularly the Empire Press Union, which has done so much to advocate better communications between the outlying parts of the British Empire, that wireless, so far from being a far-off thing in China, is a subject which not only intimately concerns us, but which has been fully dealt with for years. It is a matter of deep regret that in such a place as Hongkong, which is probably the greatest port in the world if the tonnage actually passing in and out of the harbour is measured, there

## ARMENIAN HORRORS.

## APPALLING STORY.

## A MILLION MASSACRED.

Further evidence in the trial of Salomon Teilian for the murder of Talaat Pasha has but filled in the framework of the ghastly picture of which the accused's story was only one vivid detail. One of the principal witnesses was Professor Lepsius, the first German who had the courage fully to enlighten his fellow-countrymen as to the extermination of the Armenians. He said that the deportation of the race was decided on by the Young Turk Committee in April, 1915. Corresponding orders were issued by Talaat and Enver. One official telegram contained the words: "The object of the deportation is nothingness." Hardly 10 per cent. of the Armenian population reached their destination, the rest perished on the way of hunger, sickness, and massacre. According to the estimate of the German Ambassador in Constantinople, a million Armenians were sacrificed in this way. The extermination was systematic. As soon as the concentration camps were over-filled the inmates were taken out into the desert and slaughtered. There was a deliberate intention to destroy the whole people. An army order made it punishable by death for a Turk to shelter an Armenian. Professor Lepsius said it was only through the efforts of General Liman von Sanders and Herr von der Goltz, German Consul at Aleppo, that the lives of 200,000 Armenians in the principal towns were spared. The Young Turks feared that the Armenian question would lead to the partition of the Ottoman Empire, and therefore decided to destroy all who were not Turkish. Talaat, who was the strongest man on the Young Turk Committee, exerted himself to have this measure put into execution.

General Liman von Sanders's evidence aimed at excusing the Turks and exonerating the Germans. He said that the commanding generals in the Caucasus were all Turks, and that the auxiliary gendarmes who escorted the Armenian caravans were recruited during the war, and largely consisted of worthless elements. The conditions on the line of march were very bad, and many Turks in the caravans died of exhaustion. The German Government did all it could in the existing circumstances. No German officer was ever concerned in the persecution of the Armenians. In one case witness intervened very energetically, threatening to shoot the gendarmes if a single Armenian were deported.

A particularly harrowing story was told by the wife of a cigarette merchant, named Naschian. Her parents, aunt, and six nephews and nieces were dragged away, and only three survived. This witness caused a profound impression by her description of the outrages on women and girls by gendarmes, the slaughter and mutilations, the piles of corpses heaped one on another, and the flinging into deep water of masses of Armenians bound together with ropes.

Similar evidence was given by the Catholic Suffragan Monsignor Krikoris Baskian, who came over specially from Manchester for the trial.

is only a miserable third-rate station of low capacity.

It is imperative in Imperial interests that wireless should receive more attention in England than it has in the past. We had our object-lesson in China during the Peace Conference, when the effect of the great service of news sent by the American Committee from France, and received in China as a matter of course, was so overwhelming that the Press cable services were absolutely crippled. What we emphatically need is a quick prosecution of the wireless chain, which has been delayed for so many years, but which is to-day essential if we in England are not to be left hopelessly outclassed by other nations.

## PASSENGERS.

## ARRIVALS.

Per m.v. "Glenara," yesterday—Mr. Moran, Mr. and Mrs. Smith, Mr. and Mrs. Nichols, Mr. and Mrs. de Rome, Major Thompson and Mr. and Mrs. Lydon. Per s.s. "Mauda," yesterday—Mr. H. Oehl, Mr. and Mrs. Malevigne, Mr. and Mrs. Gollandsky, Mr. and Mrs. Ispahic, Messrs D. P. Daryanani, & D. Evans, A. W. Gully, W. Watson, Mr. and Mrs. Gibson, Mr. and Mrs. Dalziel, Miss Coo, Mr. Gant, Mr. Ballantyne, Mr. and Mrs. Watson, Master Watson, Mr. H. Fenwick, Mr. L. Cook, Mr. W. H. Pearce, Mr. and Mrs. Borden, Lieut. J. M. Heath, Mr. J. Rhodes, Dr. H. P. Martell, Mr. T. W. Shearstone, Mr. H. W. Keen, Mr. P. M. Anderson, and Mr. N. W. Mallory.

## DEPARTURES.

Per s.s. "Siberia Maru," on Saturday Aug. 27—Mr. F. W. Clifton, Mr. J. O. Cobb, Lt. F. J. Chedas, Mr. J. E. Covington, Mr. T. Celestia, Mr. and Mrs. P. Fletcher, Mr. J. B. Barker, Mr. and Mrs. H. Hallam, Mrs. J. Hallam, Mr. P. Korogah, Miss A. Logan, Mr. G. A. Leonard, Miss M. D. Leonard, Mr. J. D. P. Mulder, Mr. J. H. Moore, Mr. and Mrs. E. F. Mages, Mr. L. O. Martyn, Mr. W. Morris, Mr. A. C. Nowgill, Mr. and Mrs. E. Nielsen, Miss R. Rogalsky, Mr. and Mrs. E. Sogase, Mrs. F. Sogase, Master K. Sogase, Mr. D. Stewart, Mr. S. Matsubara, Mr. J. M. Punsalan, and Mr. G. Oraski.

## MOVEMENTS OF STEAMERS.

The C.P.O.S. R.M.S. "Empress of Asia," arrived at Nagasaki on Aug. 23 (1 a.m.) left there on Aug. 23 (7 p.m.), and is due at Kobe on Aug. 24 (5 p.m.). The C.P.O.S. R.M.S. "Montague," arrived at Shanghai on Aug. 28 (10 a.m.), left there on Aug. 27 (9 a.m.), and is due at Moji on Aug. 29 (5 a.m.). The P. & O. s.s. "Dilwara," left Singapore for this port on Aug. 25 at 4 p.m. and is due here on Aug. 30 at about 6 a.m.

The C. M. s.s. "Nanking" will be despatched from Hongkong to Singapore at 10 a.m. Wednesday Aug. 31.

The N. Y. K. s.s. "Teikoku Maru" (Calcutta Line) left Moji for this port on Aug. 28, and is expected here on Aug. 31.

The N.Y.K. s.s. "Kamo Maru" (European Line) left London for this port via Suez on July 23 and is expected here on Aug. 31.

The s.s. "Eurythmics" (Blue Funnel Line) left Suez on Aug. 6 for Hongkong and is due here on Sept. 1.

The American and Manchurian Line s.s. "Sandon Hall" from New York arrived at Manila on Aug. 24 and is expected to arrive here on Sept. 1.

The s.s. "Frisco" (Blue Funnel Line) left Singapore on Aug. 28 for Hongkong and is due here on Sept. 1.

The N. Y. K. s.s. "Kamo Maru" (European Line) left Singapore for this port on Aug. 24, and is expected here on Aug. 31. The steamer will call for Japan via Shanghai on Sept. 1.

The N. Y. K. s.s. "Sado Maru" left Kobe for this port via Moji and Shanghai on Aug. 23 and is expected here on Sept. 1, and will sail for Europe via Singapore on Sept. 2.

The N. Y. K. s.s. "Katori Maru" (American Line) left Kobe for this port via Nagasaki and Shanghai on Aug. 26 and is expected here on Sept. 2.

The E. & A. s.s. "Eastern" sailed from Sydney on Aug. 10 and is due to arrive at this port on Sept. 3 with the Australian Mail.

The C.P.O.S. R.M.S. "Empress of Japan" arrived at Yokohama on Aug. 27 (9 a.m.) left there on Aug. 28 (9 a.m.), and is due at Hongkong on Sept. 4 (6 a.m.).

The C.P.O.S. R.M.S. "Empress of Asia," left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on Aug. 15 and is due here on or about Sept. 6.

The N. Y. K. s.s. "Benten Maru" (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on Aug. 17 and is expected here on Sept. 6.

The N. Y. K. s.s. "Iyo Maru" left London for this port via Suez on Aug. 6 and is expected here on Sept. 15.

The Dowdell-Cox Line s.s. "Bows Galle" which sailed from this port on May 19 via Suez Canal for New York arrived at that port on August 13. Local agents, Messrs. Dowdell & Co. Ltd.

The N. Y. K. s.s. "Nikko Maru" left Sydney for Hongkong via ports on Aug. 28 and is expected here on Sept. 15, sailing for Japan on Sept. 16.

The P. & O. s.s. "Sardinia" left London on Aug. 19 and may be expected to arrive at Hongkong about Sept. 27.

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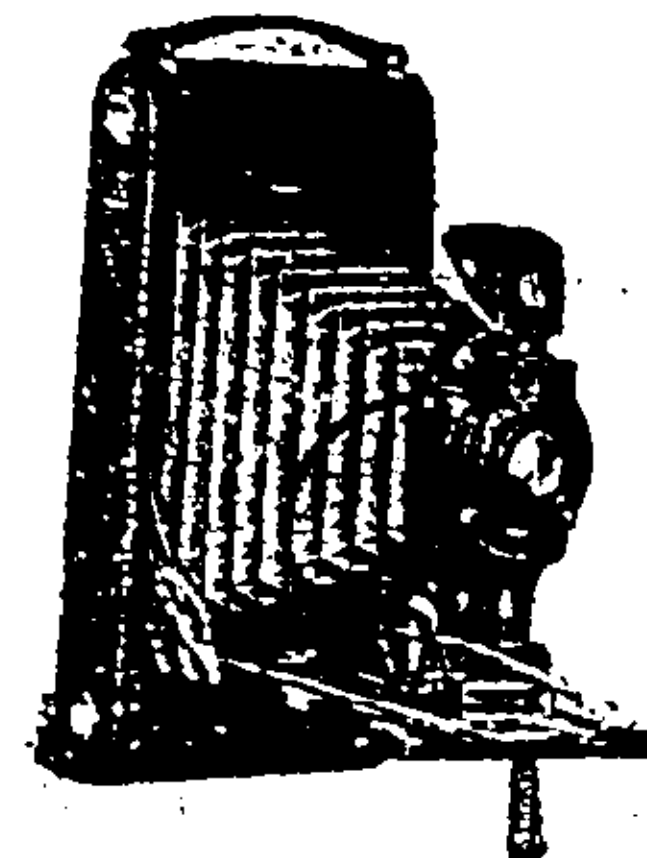
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Coulommier (own make) ... .40 per pat.

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Haddocks ... .70 "  
Kippers ... .60 "  
Red Herrings ... .30 "

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## KAISER'S MUSICAL PARTY.

## SINGER'S VISIT.

## "GREAT SILENCE OF DOORN."

In the weekly "Roland von Berlin" the operatic singer, Walther Kirchhoff, describes a visit he paid to the ex-Kaiser at Doorn on July 29. He is the first stranger who has been in the house since the death of the Kaiserin. The host, who wore general's uniform, with the Grand Cross of Iron Cross and the Order Pour le Merite, greeted him with the words, "very kind of you to visit a lonely man." During the dinner, which was served at small round tables, military matters dominated the conversation, and incidents of the Battle of Jutland were discussed. Politics were not mentioned. After dinner Kirchhoff sang, with breaks, for three hours. This was the first time the ex-Kaiser had listened to vocal music since 1914. The article continues:

And as I begin to sing I hear whispering in the darkness through the open side door. There sit the Kaiser's retainers—men servants, housemaids, gardeners, and boys. How pleased they are that the great silence of Doorn is broken by music, that resonant tones echo through the rooms. Lights are lit in the ante-room. I beg to be allowed to sing in that direction, and the Kaiser, who had so far stood at my side, places himself among his retainers. The Kaiser amiably calls upon them to remain seated, and they feel more at ease. Wine is handed round; everyone gets a glass. We drink our glasses and the sociability of the hour is disturbed by no false tone. Then General von Gonthard brings on a small tray three goblets filled to the brim. The Kaiser raises his glass to us two musicians and we drink of the best vintage of the Rhine.

Kirchhoff had to sing Loewe's "Frinz Eugen" three times, and the accompanist had to play military marches, including some from the days of Frederick the Great. In the intervals, stimulated by the singing of the Grail story, the ex-Kaiser discussed Eschenbach's "Parzival," and "with remarkable penetration" dwelt at length on Wagner's deviations from the original. Only when the morning was breaking did the Kaiser retire to his bed room and send Kirchhoff, by the hands of the Chamberlain, his "photograph, from days of departed glory."

## BROTHER'S RIGHTS.

## MAY ELDER CHASTISE THE YOUNGER?

The right of an older brother to box the ears of a younger brother was discussed at the Old Bailey when Sydney George Woods, 21, a fitter, was indicted before Mr. Justice Avory for the manslaughter of his 15-years-old brother, Clifford John Woods. The two lived with their parents at Briarwood, Cuckfield, N.W.

It was alleged that at breakfast on June 29 Clifford told his brother to "shut up and mind your own business," and Sydney then boxed his ears. Clifford died almost immediately. Mary Woods, the boys' mother, said that Clifford was a good terms with Sydney, who had always acted as father to him while his father was at the war.

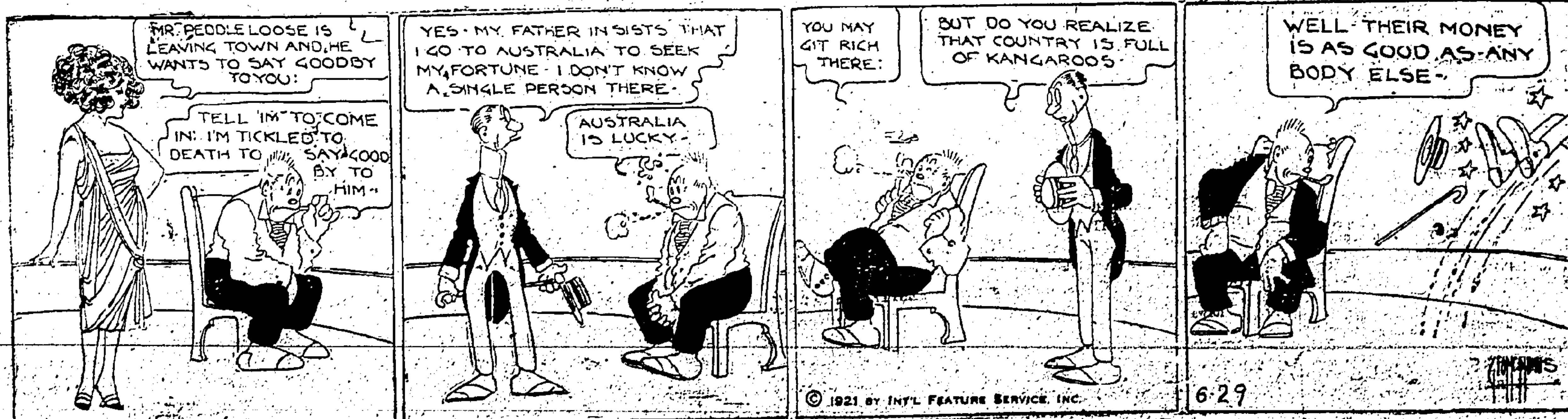
Medical evidence was that owing to the boy's condition of *status lymphaticus* a slight blow would cause his death.

Asked if he had anything to say, Sydney said: "There was no animosity between us and no injury meant. I felt it my duty to correct him any time that it was necessary because I had done so during the war when I was in charge of the family." Summing up, Mr. Justice Avory said he would not hold "that it is never lawful for a parent or an elder brother to chastise a child or a younger brother. But he thought that an older brother had no right by law to strike a younger brother merely because he was cheeky. 'I do not say it is not frequently done, and I do not say that it does not do good to the younger brother very often.'"

Without leaving the box the jury found the prisoner Not Guilty, and he was discharged.

couraged on Eschenbach's "Parzival," and "with remarkable penetration" dwelt at length on Wagner's deviations from the original. Only when the morning was breaking did the Kaiser retire to his bed room and send Kirchhoff, by the hands of the Chamberlain, his "photograph, from days of departed glory."

## BRINGING UP FATHER.



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